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| APPLICATION NO. | FILING DATE | FIRST NAMED INVENTOR | ATTORNEY DOCKET NO. | CONFIRMATION NO. |
|---|-------------|----------------------|---------------------|------------------|
| 10/803,816 | 03/18/2004 | Richard W. Neu | 39356/46546 | 5915 |
| 21888 | 7590 | 11/03/2005 | EXAMINER | |
| THOMPSON COBURN, LLP ONE US BANK PLAZA SUITE 3500 ST LOUIS, MO 63101 | | | BASINGER, SHERMAN D | |
| | | | ART UNIT | PAPER NUMBER |
| | | | 3617 | |

DATE MAILED: 11/03/2005

Please find below and/or attached an Office communication concerning this application or proceeding.

| | | |
|--------------------------|---------------------------------|------------------|
| Interview Summary | Application No. | Applicant(s) |
| | 10/803,816 | NEU, RICHARD W. |
| | Examiner Sherman D. Basinger | Art Unit 3617 |

All participants (applicant, applicant's representative, PTO personnel):

(1) Sherman D. Basinger. (3) _____.

(2) Mr. Himich. (4) _____.

Date of Interview: 31 October 2005.

Type: a) Telephonic b) Video Conference
c) Personal [copy given to: 1) applicant 2) applicant's representative]

Exhibit shown or demonstration conducted: d) Yes e) No.
If Yes, brief description: _____.

Claim(s) discussed: claims faxed to the examiner 10/31/05 a copy of which is attached to this form.

Identification of prior art discussed: Japan 58-174078.

Agreement with respect to the claims f) was reached. g) was not reached. h) N/A.

Substance of Interview including description of the general nature of what was agreed to if an agreement was reached, or any other comments: the claims as proposed 10/31/05 require further consideration with respect to figure 3H of Japan 58-17408 and if submitted after final would not be entered for that reason.

(A fuller description, if necessary, and a copy of the amendments which the examiner agreed would render the claims allowable, if available, must be attached. Also, where no copy of the amendments that would render the claims allowable is available, a summary thereof must be attached.)

THE FORMAL WRITTEN REPLY TO THE LAST OFFICE ACTION MUST INCLUDE THE SUBSTANCE OF THE INTERVIEW. (See MPEP Section 713.04). If a reply to the last Office action has already been filed, APPLICANT IS GIVEN ONE MONTH FROM THIS INTERVIEW DATE, OR THE MAILING DATE OF THIS INTERVIEW SUMMARY FORM, WHICHEVER IS LATER, TO FILE A STATEMENT OF THE SUBSTANCE OF THE INTERVIEW. See Summary of Record of Interview requirements on reverse side or on attached sheet.

Examiner Note: You must sign this form unless it is an Attachment to a signed Office action.


SHERMAN BASINGER
PRIMARY EXAMINER
GROUP 3100
10/31/08
Examiner's signature, if required

Summary of Record of Interview Requirements

Manual of Patent Examining Procedure (MPEP), Section 713.04, Substance of Interview Must be Made of Record

A complete written statement as to the substance of any face-to-face, video conference, or telephone interview with regard to an application must be made of record in the application whether or not an agreement with the examiner was reached at the interview.

Title 37 Code of Federal Regulations (CFR) § 1.133 Interviews

Paragraph (b)

In every instance where reconsideration is requested in view of an interview with an examiner, a complete written statement of the reasons presented at the interview as warranting favorable action must be filed by the applicant. An interview does not remove the necessity for reply to Office action as specified in §§ 1.111, 1.135. (35 U.S.C. 132)

37 CFR §1.2 Business to be transacted in writing.

All business with the Patent or Trademark Office should be transacted in writing. The personal attendance of applicants or their attorneys or agents at the Patent and Trademark Office is unnecessary. The action of the Patent and Trademark Office will be based exclusively on the written record in the Office. No attention will be paid to any alleged oral promise, stipulation, or understanding in relation to which there is disagreement or doubt.

The action of the Patent and Trademark Office cannot be based exclusively on the written record in the Office if that record is itself incomplete through the failure to record the substance of interviews.

It is the responsibility of the applicant or the attorney or agent to make the substance of an interview of record in the application file, unless the examiner indicates he or she will do so. It is the examiner's responsibility to see that such a record is made and to correct material inaccuracies which bear directly on the question of patentability.

Examiners must complete an Interview Summary Form for each interview held where a matter of substance has been discussed during the interview by checking the appropriate boxes and filling in the blanks. Discussions regarding only procedural matters, directed solely to restriction requirements for which interview recordation is otherwise provided for in Section 812.01 of the Manual of Patent Examining Procedure, or pointing out typographical errors or unreadable script in Office actions or the like, are excluded from the interview recordation procedures below. Where the substance of an interview is completely recorded in an Examiners Amendment, no separate Interview Summary Record is required.

The Interview Summary Form shall be given an appropriate Paper No., placed in the right hand portion of the file, and listed on the "Contents" section of the file wrapper. In a personal interview, a duplicate of the Form is given to the applicant (or attorney or agent) at the conclusion of the interview. In the case of a telephone or video-conference interview, the copy is mailed to the applicant's correspondence address either with or prior to the next official communication. If additional correspondence from the examiner is not likely before an allowance or if other circumstances dictate, the Form should be mailed promptly after the interview rather than with the next official communication.

The Form provides for recordation of the following information:

- Application Number (Series Code and Serial Number)
- Name of applicant
- Name of examiner
- Date of interview
- Type of interview (telephonic, video-conference, or personal)
- Name of participant(s) (applicant, attorney or agent, examiner, other PTO personnel, etc.)
- An indication whether or not an exhibit was shown or a demonstration conducted
- An identification of the specific prior art discussed
- An indication whether an agreement was reached and if so, a description of the general nature of the agreement (may be by attachment of a copy of amendments or claims agreed as being allowable). Note: Agreement as to allowability is tentative and does not restrict further action by the examiner to the contrary.
- The signature of the examiner who conducted the interview (if Form is not an attachment to a signed Office action)

It is desirable that the examiner orally remind the applicant of his or her obligation to record the substance of the interview of each case. It should be noted, however, that the Interview Summary Form will not normally be considered a complete and proper recordation of the interview unless it includes, or is supplemented by the applicant or the examiner to include, all of the applicable items required below concerning the substance of the interview.

A complete and proper recordation of the substance of any interview should include at least the following applicable items:

- 1) A brief description of the nature of any exhibit shown or any demonstration conducted,
- 2) an identification of the claims discussed,
- 3) an identification of the specific prior art discussed,
- 4) an identification of the principal proposed amendments of a substantive nature discussed, unless these are already described on the Interview Summary Form completed by the Examiner,
- 5) a brief identification of the general thrust of the principal arguments presented to the examiner,
(The identification of arguments need not be lengthy or elaborate. A verbatim or highly detailed description of the arguments is not required. The identification of the arguments is sufficient if the general nature or thrust of the principal arguments made to the examiner can be understood in the context of the application file. Of course, the applicant may desire to emphasize and fully describe those arguments which he or she feels were or might be persuasive to the examiner.)
- 6) a general indication of any other pertinent matters discussed, and
- 7) if appropriate, the general results or outcome of the interview unless already described in the Interview Summary Form completed by the examiner.

Examiners are expected to carefully review the applicant's record of the substance of an interview. If the record is not complete and accurate, the examiner will give the applicant an extendable one month time period to correct the record.

Examiner to Check for Accuracy

If the claims are allowable for other reasons of record, the examiner should send a letter setting forth the examiner's version of the statement attributed to him or her. If the record is complete and accurate, the examiner should place the indication, "Interview Record OK" on the paper recording the substance of the interview along with the date and the examiner's initials.

1. (currently amended) A vessel converted from a single outer hull construction with a spanning, single elevation, pre-located topside deck into a double hull construction without alteration of the single outer hull and maintaining the topside deck at a single elevation, said single hull vessel having a central cargo tank flanked on either side by port and starboard wing tanks, said central cargo tank being defined by pre-located port and pre-located starboard sidewalls and pre-located fore and aft transverse bulkheads, and further comprising an added elevated floor in said central cargo tank, said elevated floor spanning said pre-located sidewalls and said pre-located bulkheads to define within said outer hull a sealed compartment separating the central cargo tank from the outer hull; and

~~Further comprising installing at least one hatch opening formed in said pre-located topside deck of said vessel to provide access to an associated central cargo tank said central cargo tank, said hatch opening having a peripheral edge spaced away from and inboard of the pre-located port and starboard sidewalls of said central cargo tank so that said hatch opening and said topside deck remain substantially at a single elevation with minimal degradation of structural integrity of said topside deck.~~

2. (original) The vessel of claim 1 wherein said wing tank internal longitudinal bulkheads comprise the sidewalls of the central cargo tank

3. (original) The vessel of claim 2 wherein said elevated floor comprises a plurality of bottom plates attached to each other and to the sidewalls and bulkheads.

4. (original) The vessel of claim 3 wherein said plurality of bottom plates comprise a longitudinal framing system.
5. (original) The vessel of claim 3 further comprising added support members for supporting the elevated floor above the outer hull.
6. (original) The vessel of claim 5 further comprising added support members for supporting said wing tank internal longitudinal bulkheads.
7. (original) The vessel of claim 5 wherein said central cargo tank includes a longitudinal bulkhead extending along a length thereof to form a plurality of central cargo tanks, at least one of said central cargo tanks having said elevated floor.
8. (original) The vessel of claim 7 wherein each of said plurality of central cargo tanks has an associated elevated floor.
9. (cancelled).
10. (currently amended) A vessel converted from a single outer hull construction with a spanning, pre-located, single elevation topside deck into a double hull construction without alteration of the outer hull and maintaining the topside deck at single elevation, said single hull vessel having a central cargo tank flanked on either side by pre-located port and starboard wing tanks, each of said wing tanks having pre-located internal longitudinal bulkheads defining the

sidewalls of the central cargo tank, wherein said vessel is converted into double hull construction solely by adding an elevated floor spanning said sidewalls to define a sealed compartment separating the central cargo tank from the single hull, said spanning elevated floor being of substantially a single elevation parallel to said spanning topside deck and substantially the same width as a width of the central cargo tank; and

further comprising installing at least one hatch opening formed in said a pre-located topside deck of said vessel to provide access to an associated central cargo tank said central cargo tank, said hatch opening having a peripheral edge spaced away from and inboard of said pre-located internal longitudinal bulkheads of said central cargo tank so that said hatch opening and said topside deck remain at a single elevation with minimal degradation of structural integrity of said topside deck.

11. (original) The vessel of claim 10 further comprising a plurality of transverse bulkheads, said transverse bulkheads defining the central cargo tank, said elevated floor extending between and attached thereto.

12. (original) The vessel of claim 11 wherein said plurality of transverse bulkheads comprises more than 2 to thereby form a plurality of central cargo tanks, each of said central cargo tanks having an associated elevated floor.

13. (original) The vessel of claim 12 wherein each of said elevated floors comprises a plurality of bottom plates attached to each other and to the sidewalls and bulkheads.

14. (original) The vessel of claim 13 wherein each of said elevated floors comprises added support members for supporting each of the elevated floors above the outer hull.

15. (original) The vessel of claim 11 wherein said central cargo tank includes a longitudinal bulkhead extending along a length thereof to form a plurality of central cargo tanks, at least one of said central cargo tanks having said elevated floor.

16. (cancelled).

17. (currently amended) A method for converting a vessel from a single outer hull construction with a single elevation, pre-located, spanning topside deck into double hull construction without alteration of the single outer hull and maintaining the spanning topside deck at a single elevation, said single hull vessel having a central cargo tank flanked on either side by pre-located port and pre-located starboard wing tanks, said central cargo tank being defined by pre-located port and pre-located starboard sidewalls and fore and aft transverse bulkheads, the method comprising adding an elevated floor in said central cargo tank, said elevated floor spanning said pre-located sidewalls and said pre-located bulkheads to define with said outer hull a sealed compartment separating the central cargo tank from the outer hull; and

further comprising forming at least one hatch opening in said a pre-located topside deck of said vessel, said hatch opening providing access to an associated central cargo tank said central cargo tank, said hatch opening having a peripheral edge spaced away from and inboard of the port and starboard sidewalls of said central cargo tank so that said hatch opening and said

topside deck remain substantially at a single elevation with minimal degradation of structural integrity of said topside deck.

18. (original) The method of claim 17 further comprising adding support members for supporting said elevated floor above the outer hull.
19. (original) The method of claim 17 wherein the step of adding an elevated floor includes installing a plurality of bottom plates.
20. (original) The method of claim 19 wherein the step of installing a plurality of bottom plates includes installing a plurality of bottom plates that span the sidewalls and attaching adjacent bottom plates to span the bulkheads.
21. (Cancelled).
22. (original) A vessel converted by the method of claim 17.
23. (original) A vessel converted by the method of claim 20.
24. (Cancelled).
25. (currently amended) A vessel converted from a tanker vessel with a single hull construction and spanning, single elevation, pre-located topside deck into a bulk cargo carrying

vessel with a double hull construction without alteration of said single outer hull and maintaining the topside deck at a single elevation, said single hull vessel having a central cargo tank flanked on either side by pre-located port and pre-located starboard wing tanks, each of said wing tanks having internal longitudinal bulkheads defining the sidewalls of the central cargo tank, wherein said vessel is converted into said bulk cargo carrying vessel with double hull construction by adding an elevated floor spanning said pre-located sidewalls to define a sealed compartment separating the central cargo tank from the single hull and by adding a hatch opening in a pre-located topside deck of the vessel above the central cargo tank to provide access to the central cargo tank, said hatch opening having a peripheral edge spaced away from and inboard of the longitudinal bulkheads of said central cargo tank so that said hatch opening and said pre-located topside deck remain substantially at a single elevation with minimal degradation of structural integrity of said topside deck.

26. (currently amended) The vessel of claim 25 wherein said hatch opening is dimensioned in a manner to allow prefabricated modular sections of the elevated floor to be passed through the hatch opening when the elevated floor is installed in the central cargo tank.

27. (currently original) The vessel of claim 25 wherein said hatch opening is dimensioned in a manner to allow a crane positioned above the hatch opening to access substantially all areas of the central cargo tank.